

CAPSULE SUMMARY
Southwinds Motel (CH-549)
6365 Crain Highway, Charles County

The Southwinds Motel is one of seven motels surveyed as part of the Maryland 301 Transportation Corridor Survey. In 1952, permission was granted to Roscoe Odle to construct a motel and coffee shop. Substantiated by deed research, the property continues to be referred to as the Southwinds Motel until 1962. The building is similarly designed to present its utilitarian nature rather than an expression of the architectural styles popular during the middle part of the 20th century. The motel consists of a single one-story complex with no added amenities. The traveler could pull his car to the front of the assigned motel room, partially sheltered under the wide overhang of the side gable roof. The building, featuring rooms laid side-by-side in a continuous row, features stucco walls, porches, and parking directly at the front of the individual rooms.

The motel is located on a level, grassy lot on the west side of the highway. The property features mature trees, shrubs, and a paved parking area adjoining the east side of the building. This vernacular motel is one story in height and twenty-nine bays wide. Rectangular in plan, the building rests on a concrete block foundation, and has concrete block walls covered with stucco. An asphalt shingle roof covers the structure, and extends over the inset continuous porch that runs the entire length of the façade. The north end of the roof has a gable end; the south end of the roof is hipped.

MARYLAND HISTORICAL TRUST
MD INVENTORY OF HISTORIC PROPERTIES

Inventory No. CH:549

=====

1. Name of Property

=====

historic name Southwinds Motel
common/other name _____

=====

2. Location

=====

street & number 6365 Crain Highway not for publication _____
city or town La Plata vicinity _____ state Maryland code MD
county Charles County code 17 zip code 20646

=====

3. State/Federal Agency Certification N/A

=====

4. National Park Service Certification N/A

=====

5. Classification

=====

Ownership of Property (Check all that apply)

☒ private
☐ public-local
☐ public-State
☐ public-Federal

Category of Property (Check only one box)

☒ building(s)
☐ district
☐ site
☐ structure
☐ object

Number of Resources within Property

Contributing	Noncontributing	
<u>1</u>	<u>0</u>	buildings
<u>0</u>	<u>0</u>	sites
<u>0</u>	<u>0</u>	structures
<u>0</u>	<u>0</u>	objects
<u>1</u>	<u>0</u>	Total

Is this property listed in the National Register?

Yes _____ Name of Listing _____
No ☒

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6. Function or Use

=====

Historic Functions (Enter categories from instructions)

Cat: DOMESTIC

Sub: Hotel

Current Functions (Enter categories from instructions)

Cat: DOMESTIC

Sub: Hotel

=====

7. Description

=====

Architectural Classification (Enter categories from instructions)

Vernacular

Materials (Enter categories from instructions)

Foundation Solid: Concrete Block

Roof Gable: Asphalt Shingle

Walls Masonry: Stuccoed Concrete Block

other _____

Narrative Description (Describe the historic and current condition of the property.)

See Continuation Sheet No. 7-1

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8. Statement of Significance

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Applicable National Register Criteria (Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- ☐ A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- ☐ B Property is associated with the lives of persons significant in our past.
- ☐ C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- ☐ D Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations (Mark "X" in all the boxes that apply.)

- ☐ A owned by a religious institution or used for religious purposes.
- ☐ B removed from its original location.
- ☐ C a birthplace or a grave.
- ☐ D a cemetery.
- ☐ E a reconstructed building, object, or structure.
- ☐ F a commemorative property.
- ☐ G less than 50 years of age or achieved significance within the past 50 years.

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Areas of Significance (Enter categories from instructions)

Architecture

Period of Significance 1952-1962

Significant Dates c. 1952

Significant Person (Complete if Criterion B is marked above)

Cultural Affiliation Undefined

Architect/Builder Unknown

Narrative Statement of Significance (Explain the significance of the property.)

See Continuation Sheet No. 8-1

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9. Major Bibliographical References

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(Cite the books, articles, legal records, and other sources used in preparing this form.)

Beecher, Mary Ann. "The Motel in Builder's Literature and Architectural Publications," In *Roadside America: The Automobile in Design and Culture*, edited by Jan Jennings. Ames, Iowa: Iowa State University Press for the Society for Commercial Archeology, 1990.

Brown, Jack D., et. al. *Charles County Maryland: A History*. New Jersey: Custombook, Inc., 1976.

Carley, Rachel. *The Visual Dictionary of American Domestic Architecture*. New York, NY: Henry Holt and Company, 1994.

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Jakle, John A., Keith A. Sculle, and Jefferson S. Rogers. *The Motel in America*. Baltimore: The Johns Hopkins University Press, 1996.

Margolies, John. *Home Away From Home: Motels in America*. Boston: Little, Brown and Company, 1995.

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" Postcards from Americana." www.sjsu.edu/faculty/wooda/card.html,
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Rivoire, J. Richard. *Homeplaces: Traditional Domestic Architecture of Charles County, Maryland*. Crownsville, MD: Maryland Historical Trust, 1990.

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Maryland Inventory of Historic Properties

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6365 Crain Highway
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10. Geographical Data
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Acreage of Property .9187 acres

Verbal Boundary Description (Describe the boundaries of the property.)

The property at 6365 Crain Highway is designated as Parcel 75, Grid 17 as indicated on Map 108.

Boundary Justification (Explain why the boundaries were selected.)

The property at 6365 Crain Highway has historically been associated with Parcel 75 since the building's construction in 1952.

=====
11. Form Prepared By
=====

name/title R. Weidlich and C. Novelli, Architectural Historians
revised by L. Trieschmann (July 10, 2000)
organization EHT Traceries, Inc. date February 29, 2000
street & number 5420 Western Avenue telephone 301/656-5283
city or town Chevy Chase state MD zip code 20815
=====

12. Property Owner
=====

name Ramon S. and Rebekah B. Hart
street & number P. O. Box 334 telephone _____
city or town La Plata state MD zip code 20646-0334

MARYLAND INVENTORY OF HISTORIC PROPERTIES
CONTINUATION SHEET

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Section 7 Page 1

Southwinds Motel
name of property
Charles County, Maryland
county and state

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The motel at 6365 Crain Highway is located on a level, grassy lot on the west side of the highway. The property features mature trees, shrubs, and a paved parking area adjoining the east side of the building. Built in 1952, this vernacular motel is one story in height and twenty-nine bays wide. Rectangular in plan, the building rests on a concrete block foundation, and has concrete block walls covered with stucco. An asphalt shingle roof covers the structure, and extends over the inset continuous porch that runs the entire length of the façade. The north end of the roof has a gable end; the south end of the roof is hipped.

EXTERIOR DESCRIPTION:

The façade, or the east elevation of the building, is twenty-nine bays wide. It is articulated by seventeen 2/2 horizontal metal sash windows and twelve single-leaf wood slab doors. The north elevation is one-bay wide, and has only a square louvered vent in the gable. The rear, or west, elevation features a 2/2 horizontal sash wood window and a shed roof porch, which is partially clad with fiberglass and has exposed rafter ends. The south elevation is one-bay wide, and has a single-leaf wood slab door to the side. Three are also 2/2 horizontal metal sash windows with a continuous concrete sill piercing this elevation.

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Section 8 Page 1

Southwinds Motel
name of property
Charles County, Maryland
county and state

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The Southwinds Motel is one of seven motels surveyed as part of the Maryland 301 Transportation Corridor Survey. In 1952, permission was granted to Roscoe Odle to construct a motel and coffee shop. Substantiated by deed research, the property continues to be referred to as the Southwinds Motel until 1962. The building is similarly designed to present its utilitarian nature rather than an expression of the architectural styles popular during the middle part of the 20th century. The motel consists of a single one-story complex with no added amenities. The traveler could pull his car to the front of the assigned motel room, partially sheltered under the wide overhang of the side gable roof. The building, featuring rooms laid side-by-side in a continuous row, features stucco walls, porches, and parking directly at the front of the individual rooms.

Motel History

The introduction of the automobile led to the public's fascination with touring and convenient accommodations soon began to develop across the country for this touring public. Originally referred to as cabin camps or tourist camps, these accommodations became known as auto courts, tourist courts, motor hotels, motor lodges, autel, and most commonly as motels. Motels, like hotels provided lodging for travelers, however, the motel was typically located along a highway and provided the motorist with direct access to individual parking spaces. The number of roadside motels along America's highways increased from six hundred to more than forty thousand between the late 1920s and the 1950s.¹

Predating the motel were other forms of roadside accommodations that were spawned by the automobile. They often consisted of free campgrounds with parking and community restrooms. Hoping to encourage a higher class of clientele, the owners of the campgrounds began to erect

¹ Mary Ann Beecher, "The Motel in Builder's Literature and Architectural Publications," *Roadside America: The Automobile in Design and Culture*, edited by Jan Jennings. (Ames, Iowa: Iowa State University Press for the Society for Commercial Archeology, 1990), p. 115.

MARYLAND INVENTORY OF HISTORIC PROPERTIES
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Southwinds Motel
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low-cost cabins. These cabins, the precursor of the modern motel, provided the tourist with comfort, convenience, and privacy. However, the tourist was often expected to provide his own provisions. "At the U-Smile Cabin Camp...arriving guests signed the registry and then paid their money. A cabin without a mattress rented for one dollar; a mattress for two people cost an extra twenty-five cents, and blankets, sheets and pillows another fifty cents. Each guest was given a bucket of water from an outside hydrant, along with a scuttle of firewood in the winter."² By the late 1920s, camp cabins became more modernized, with hopes to attract more tourists, thus evolving into motels. Typically, the motels were operated by the owners of gas stations, grocery stores, or food stands. The first motel opened December 12, 1925 in San Luis Obispo, California. James Vail's Motel Inn, with accommodations for 160 guests, was located on one of the busiest U.S. motor routes.³

Although the Depression was very destructive to the hotel industry, the motel industry thrived because Americans continued to vacation by automobile. The small, independently owned, owner managed motel, also referred to as mom-and-pop operations, dominated the motel industry in this period. The resulting competition helped raise the standards of the entire motel industry. New motel development leveled off during the early 1940s, however as gasoline rationing during World War II limited the number of tourists on the roads. Following the war, prosperity prompted the new construction of small-scale, individually owned motels. In fact, many returning veterans entered into the lucrative motel business that was springing up along America's highways. A 1946 manual, funded by the Veterans' Administration, touted the prospects of opening a roadside motel, but also warned of the difficulties it involved.

The manual stated, "The operation of a successful motor court takes hard work, 7 days a week, the year round. This endeavor should not be viewed as one where it is possible to sit in the sun by the side of the road and ring a cash register."⁴ The motels of the 1940s and early 1950s were often small in scale with an average

² "Postcards from Americana: Cabin Camps and Cottage Courts." www.sjsu.edu/faculty/wooda/card.html, accessed 22 November 1999.

³ *The People's Chronology* is licensed from Henry Holt and Company, Inc. Copyright © 1995, 1996 by James Trager. All rights reserved.

⁴ John Margolies, *Home Away From Home: Motels in America* (Boston: Little, Brown and Company, 1995), 90.

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Southwinds Motel
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of only twenty-five rooms.

In the late 1950s and the 1960s, motel construction boomed. These motels no longer took the form of individual cottages, but took the form of fully integrated buildings under a single roof.⁵ Corporate chains with systemized and centralized operations brought an end to the individually operated motel during the 1950s.⁶ Local builder Kemmons Wilson erected a motel with a community swimming pool, and air conditioning and a television set in every room. Additional provisions included free ice, free baby cribs, free kennels and dog food for family pets, and no charge for children under 12 who shared their parents' accommodations. In 1951, Wilson decided that the motel business was "the greatest untouched industry in America" and opened the first Holiday Inn on U.S. 70 in Memphis, Tennessee the following year. He went into partnership in 1953 with builder Wallace E. Johnson to found the motel chain.⁷ By 1964, there were at least 61,000 motels in the country.⁸

During the period between 1930 and 1955, motel design and construction were regularly featured in builders' journals and architectural publications. Although vastly outnumbered by domestic designs, both sources printed plans and photographs of motel units and site plans of their overall organization with some regularity. While there was little discussion of style, the exterior appearances and landscaping of the motels was emphasized in order to attract the passing tourist. Originally, nearly all of the motel units were freestanding with the covered gasoline station as the focal point. During this period, most motels consisted of small cottages, often interconnected by covered parking places. Covered parking spaces were later walled in to provide additional rooms, resulting in the single-story, continuous row motel form. Moreover, it was more economical to join the rooms in a continuous row. Rather than having to provide individual heating, electricity, and plumbing for each cabin, the joined rooms could share mechanical and electrical systems. As the exterior designs

5 "Postcards from Americana: Motor Courts, Inns, and Highway Hotels," www.sjsu.edu/faculty/wooda/card.html, accessed 22 November 1999.

6 Beecher, p. 116.

7 *The People's Chronology* is licensed from Henry Holt and Company, Inc. Copyright © 1995, 1996 by James Trager. All rights reserved.

8 John A. Jakle, Keith A. Sculle, and Jefferson S. Rogers, *The Motel in America* (Baltimore: The Johns Hopkins University Press, 1996), 45.

MARYLAND INVENTORY OF HISTORIC PROPERTIES
CONTINUATION SHEET

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Southwinds Motel
name of property
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became more elaborate, so did the interior spaces. The interiors of the early units were single-spaced and small with little ornamentation. The units often included combined living rooms, sleeping rooms, and kitchenettes. However, by the 1950s, motels began to eliminate kitchenettes from the plans because of the addition of restaurants in or near the motels.⁹

The motels of the 1940s and 1950s had relatively few amenities. "Fewer than 6 percent of all motels had pools; fewer than 8 percent had restaurants, even within walking distance; fewer than 20 percent had room phones; and fewer than 28 percent had any carpeting on the floors of the rooms. There would be a very small registration area, but there were few lobbies, lounges and meeting rooms."¹⁰ The basic unit shapes remained primarily the same since the 1940s and single row layouts continued to be popular for their economy. However, in the late 1950s and 1960s, the one-story buildings gave way to two- and three-story buildings, blurring the distinction between the motel and the hotel. In fact, these multi-story buildings resembled hotels much more than the motor courts that they replaced. The motels of the 1960s contained between 150 and 300 rooms, which were most often arranged back-to-back along a central utility core. These larger motels also provided many amenities that their predecessors lacked, including swimming pools, bars, restaurants, coffee shops, meeting rooms, lobbies, and telephone switchboard service. The aim of the motel proprietors was to provide the traveling guest with the amenities and comforts of a downtown hotel with the convenience of being located along the interstate.¹¹

Motels tended to be more utilitarian in nature than a palette of architectural expression. There were six main stylistic trends used in motel construction between 1930 and 1955. These styles were rooted in the popular housing forms and were seen on domestic buildings in the trade literature of the times. The motels most frequently exhibited features of the Craftsman, Colonial Revival, Spanish Colonial Revival, and Modern styles. Other themes seen in motel construction were the rustic aesthetic theme and those based on the western style ranch house, while others were simply

⁹ Beecher, pp. 115-117.

¹⁰ *Home Away From Home: Motels in America*, pp. 91-92.

¹¹ *Home Away From Home: Motels in America*, pp. 95-96.

MARYLAND INVENTORY OF HISTORIC PROPERTIES
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Section 8 Page 5

Southwinds Motel
name of property
Charles County, Maryland
county and state

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vernacular.¹² There were even thematic representations, but for the most part, the buildings were one-story, relatively nondescript, interconnected lines of rooms. "Owners employed stucco, adobe, stone, brick, whatever was handy, to attract guests."¹³ One of the main attractions which was used to differentiate one motel from the other was the use of elaborate signage. "Motor courts began to sport giant signs that dominated the motel grounds visually. The sign, with its elaborate neon display, was intended to provide a vertical dimension to an otherwise low-to-the-ground building configuration."¹⁴ The signs, typically located by the side of the highway at the motel's entrance, advertised the amenities and services available for the traveler.

Motel History along US 301 Corridor

The greatest increase in commercial development along U.S. 301 was seen in the years following World War II. This was a result of the expansion of Route 301 across the Potomac River. "Motels and restaurants sprang up to accommodate tourists, sportsmen and others who passed through or stopped in Charles County."¹⁵ This same expansion took place in Prince George's County, providing travelers with accommodations as they traveled from New York to Florida. The 1949 Sanborn Fire Insurance Map of Upper Marlboro, Prince George's County, Maryland indicates one such enterprise. The Marlboro Hotel was located along Crain Highway near Main Street and consisted of the motel, a restaurant, an office, and an auto sales building. Nearby amenities included another restaurant, a movie theater, a filling station, and an auto repair and service station. By 1958, there were a total of 43 establishments in Prince George's County that provided hotel, motel, or trailer park services.¹⁶ Road maps also promoted the motel trade along U.S. 301, attracting tourist with advertisements touting such places as Waldorf of the Highways, a 90-unit motor court and restaurant with an Olympic size swimming pool. The tourist trade and commercial transportation networks relied heavily upon these services as they traversed the highways of the nation and numerous examples continue to dot the landscape

¹² Beecher, pp. 117-120.

¹³ "Postcards from Americana: Motor Courts, Inns, and Highway Hotels."

¹⁴ Jakle, Sculle, and Rogers, p.47.

¹⁵ Jack D. Brown, et. al., *Charles County Maryland: A History*, (New Jersey: Custombook, Inc., 1976), p. 66.

¹⁶ James Douglas Watson, *Prince George's County Past and Present*, (Washington, D.C.: Federal Lithograph Co., - 1962), p. 29.

MARYLAND INVENTORY OF HISTORIC PROPERTIES
CONTINUATION SHEET

Inventory No. CH: 549

Section 8 Page 6

Southwinds Motel
name of property
Charles County, Maryland
county and state

=====
of Prince George's and Charles Counties.

Building History

Louise F. and F. DeSales Mudd received title to the property in 1952. Owned by the Mudd family since 1942, the property was improved by the construction of the motel. The property remained in the Mudd family until 1962.

MARYLAND INVENTORY OF HISTORIC PROPERTIES
CONTINUATION SHEET

Inventory No. CH: 549

Section 8 Page 6

Southwinds Motel

name of property

Charles County, Maryland

county and state

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National Register Evaluation:

All of the essential physical features are present and visible to properly represent its significance within the thematic context of Motels on the US 301 Corridor. The building is one of only a few motel complexes remaining along this highly traveled commercial corridor, and stands as a final representative of the thousands of motel courts erected during the mid- to late 20th century. The property retains integrity of design, location, setting, materials, and feeling.

Although it continues to serve as a motel, the vernacular motel is not unique nor is it an excellent representative of this building type to warrant individual nomination under criterion C. The motel was erected in 1952, and has not yet reached the fifty year age requirement suggested by the National Park Service in order the properly evaluate its significance. Thus, the Southwinds Motel has been determined not eligible for nomination to the National Register of Historic Places. When the property has reached fifty years of age, it should be re-evaluated for its significance. Within the thematic study of transportation-related resources along the US 301 Corridor, the motel would then be a contributing resource and potentially eligible under criterion A.

MARYLAND HISTORICAL TRUST

Eligibility recommended _____ Not Recommended X

Comments:

Review, OPS: [Signature] Date: 10/25/00

Reviewer, NR Program: B. Kuntz Date: 11/3/00

[Signature]

MARYLAND INVENTORY OF HISTORIC PROPERTIES
CONTINUATION SHEET

Inventory No. CH: 549

Southwinds Motel
name of property
Charles County, Maryland
county and state

=====

HISTORIC CONTEXT:

Geographic Organization: Western Shore

Chronological/Development Period (s):

Modern Period (1930-present)

Prehistoric/Historic Period Theme (s):

Architecture, Landscape, and
Community Planning
Economic

RESOURCE TYPE(S)

Category: Building

Historic Environment: Rural

Historic Function (s): DOMESTIC/Hotel

Known Design Source: Unknown

MARYLAND INVENTORY OF HISTORIC PROPERTIES
CONTINUATION SHEET

Inventory No. CH: 549

Southwinds Motel
name of property
Charles County, Maryland
county and state

=====
Chain of Title:

August 25, 1942: William R. Clarke to F. DeSales Mudd and Louise
F. Mudd
Land Records of Charles County
Liber 76 Folio 607

December 31, 1948: F. DeSales Mudd and Louise F. Mudd to J. Dudley
Digges
Land Records of Charles County
Liber 87 Folio 613

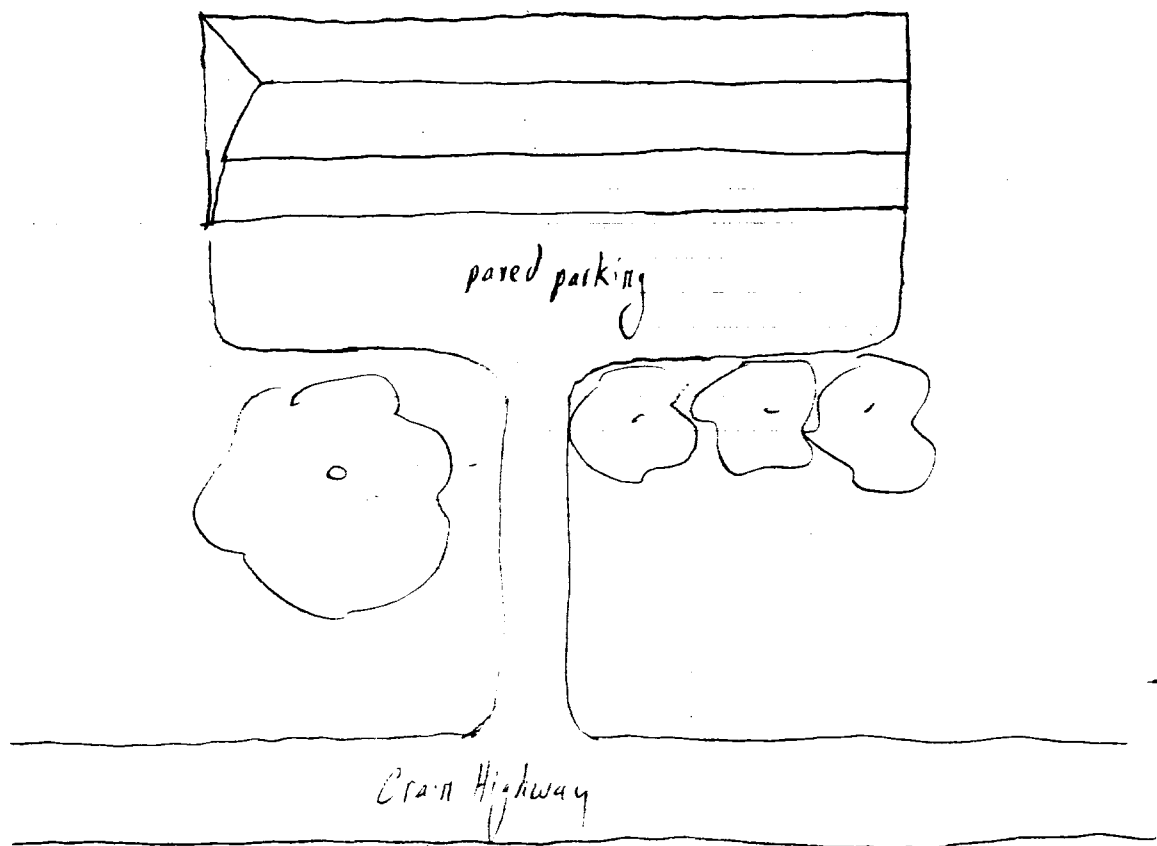
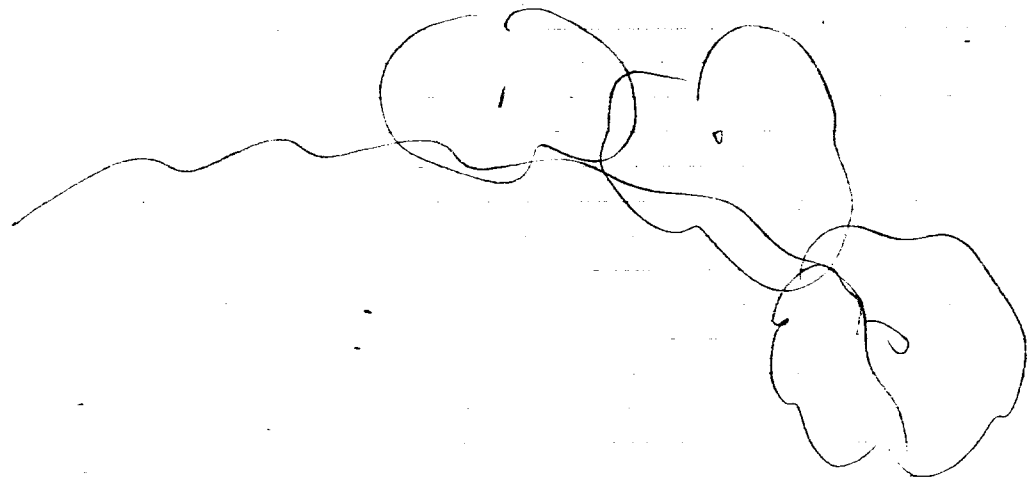
June 14, 1952: J. Dudley Digges to Louise F. and F. DeSales
Mudd
Land Records of Charles County
Liber 104 Folio 64

May 6, 1959: F. DeSales Mudd and Louise F. Mudd to Lena May
Craver
Land Records of Charles County
Liber 143 Folio 24

July 2, 1962: Lena May Craver to Mary Finch Landrum
Land Records of Charles County
Liber 159 Folio 264

August 15, 1962: Mary Finch Landrum to Ramon S. and Rebekah B.
Hart
Land Records of Charles County
Liber 159 Folio 289

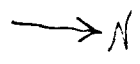
September 24, 1974: Ramon S. and Rebekah B. Hart, tenants by
entirety, to Ramon S. Hart and Rebekah B.
Hart, tenants in common
Land Records of Charles County
Liber 359 Folio 190



Southwinds Motel CH:549
6365 Crain Highway

Charles County
Maryland

Resource Sketch Map 1999
Not Drawn to Scale



5955 CRAIN HIGHWAY
CH-544

HARFORD STREET/HAWTHORNE
DRIVE SURVEY DISTRICT
CH-545

1002 WASHINGTON AVENUE
CH-546

WASHINGTON AVENUE
SURVEY DISTRICT
CH-547

4 WEST HAWTHORNE
ROAD
CH-548

6365 CRAIN HIGHWAY
CH-549

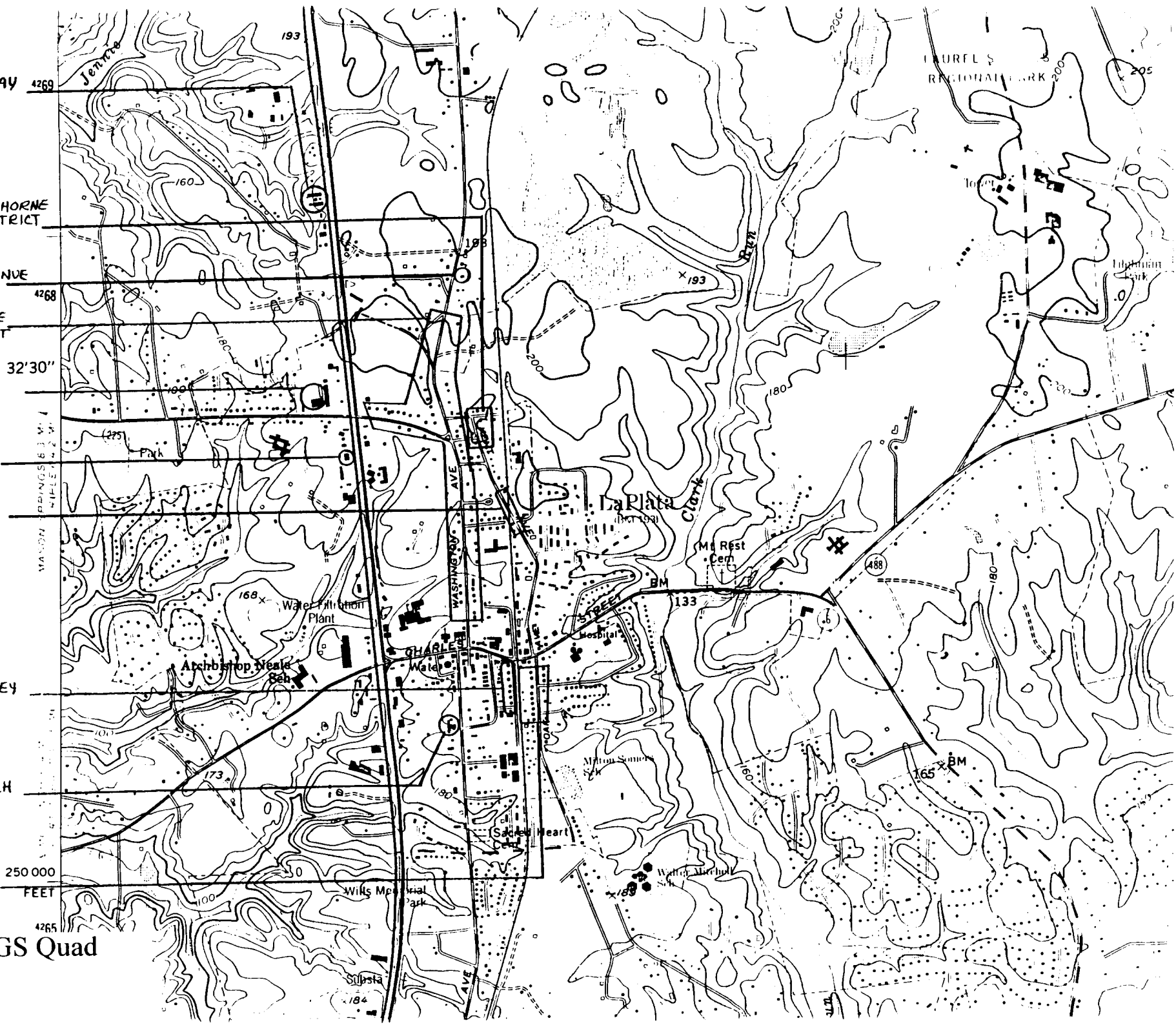
KENT AVENUE SURVEY
DISTRICT
CH-550

MAPLE AVENUE SURVEY
DISTRICT
CH-551

SACRED HEART CHURCH
CH-552

OAK STREET SURVEY
DISTRICT
CH-553

La Plata USGS Quad





CH:549

SOUTHWINDS MOTEL

6365 CRAIN HIGHWAY

CHARLES COUNTY, MD

TRACERIES

JUNE 1999

MD SHPO

EAST ELEVATION, LOOKING WEST

1 of 4



CH:599

SOUTHWINDS MOTEL

6365 CRAIN HIGHWAY

CHARLES COUNTY, MD

TRACERIES

JUNE 1999

MD SHPO

NORTHEAST CORNER, LOOKING SOUTHWEST

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CH1549

SOUTHWINDS MOTEL
6365 CRAIN HIGHWAY
CHARLES COUNTY, MD
TRACERIES

JUNE 1999

MD SHPO
NORTHWEST CORNER, LOOKING SOUTHEAST

3 of 4



CH 1549

SOUTHWINDS MOTEL
6365 CRAIN HIGHWAY
CHARLES COUNTY, MD

TRACERIES

JUNE 1999

MD SHPO

SOUTH ELEVATION, LOOKING NORTH

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